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Sailor's Magazine



and
SEAMEN'S FRIEND

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commanding it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

THE SEAMEN'S FRIEND

Is also issued as an eight page tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to fifteen cents, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

SAILORS THE MACAZINE
AND
SEAMEN'S FRIEND

The title is framed by a circular illustration of a lighthouse on a rocky cliff, with waves crashing against the rocks at the base.

Vol. 51.

MAY, 1879.

No. 5

ANNIVERSARY.

The FIFTY-FIRST ANNUAL MEETING of the AMERICAN SEAMEN'S FRIEND SOCIETY will be held in the BROADWAY TABERNACLE, junction of Sixth Avenue and Thirty-Fourth Street, New York, Monday, May 5th, 1879, at 7-30 p. m. The names of speakers upon this occasion will be announced hereafter.

THE PRESERVATION OF LIFE AT SEA.

The very valuable paper read by Lieutenant T. B. MASON of the U. S. Navy, before the American Geographical Society, in this city, on the evening of February 27th, and noticed in our last MAGAZINE, has been published by the Society with accompanying illustrations. We present to our readers, a general view of its range and scope, with such extracts from it as are of special pertinence to our pages.

The paper treats the general subject, under five heads: personal efforts,—aids to personal efforts,—aids to combined efforts,—the preservation of ships, and the U. S. Life Saving Service. We print what is said upon the first of these topics, viz.:—

Personal Efforts.

“The first and most important necessities for preservation, in case of marine accidents, are: *coolness* and a *knowledge of swimming*. Coolness, because it allows you to use your mind, to think what it is best to do; if your mind cannot tell you, it will at least advise you

to keep out of other people's way, and do what others, better informed, may suggest.

"Swimming, because it enables you to take care of yourself in the water, and perhaps assist others. It is true that a person who could not walk, could still get about by the aid of crutches, mechanical chairs, and the assistance of others; so a person who cannot swim *may* be saved. There are times, however, when, there being no artificial means at hand, only swimming will save you.

"Some here may know the old story of 'the philosopher and the boatman,' who were crossing a river in a boat. The student had been telling his companion that he had wasted *most* of his life by not knowing how to read and write. Soon after, the boat sinking, the boatman asked if he had learned to swim, and on being informed in the negative, remarked that *he* had wasted the *whole* of his.

"Swimming should be learned when young; it is a delightful exercise, affording much amusement, as well as a feeling of security to yourself and to your friends when you are near the water. No young person would consider it a hardship to be taught, but few comparatively now have the opportunity.

"The great majority of people cannot swim, and, strange as it may seem to you, there are many who follow the sea as a profession who cannot swim a stroke.

"There should be swimming tanks attached to all our gymnasiums and schools, where children should be taught to swim as they are now taught, or ought to be taught, calisthenics, dancing and riding.

"I have often heard persons say that the best way to teach a child

to swim was to pitch it into deep water, and thus force it to look out for itself. This might teach some, but certainly it would be a most risky method, and one not likely to be tried by a parent. One of the first principles in the instruction is not to frighten the pupil. Confidence once destroyed can rarely be replaced.

"Some persons teach swimming by supporting the beginner's head. This is a slow and sometimes unsuccessful way, as is that of using life preservers—neither begetting that all-important quality, self-confidence.

"At the United States Naval Academy, where all the cadets are taught to swim, the following method is practiced:

"When the new cadets enter, each year, they are asked if they can swim; those who say they can are required to demonstrate the fact; if they show proficiency, they are excused from farther attendance in this branch, and are allowed to join the older cadets in deep water bathing. The others are excused as they become expert. Those who cannot swim at all, and they form the large majority, are taken in hand by the swimming master.

"They are told that the body, being full of air, will float just as an empty bottle does; that the nose is like the spout of the bottle; it is all that it is necessary to keep out of the water when open; the mouth being kept closed, as is recommended for all other physical exercises. That when they wish to dive, they must cork up the bottle, or rather, hold their breath. That in swimming, the body must be at perfect ease, and they must not attempt to keep more than the nose out of water.

"The extra buoyancy of the

body depends on the difference between the weight of the water displaced and the body displacing it. Of course any part of the body which is not displacing water has to be carried as dead weight. The extra buoyancy of an ordinary sized man's body is about eleven pounds. The weight of the head is from eight to nine pounds. If they try to push the head up out of water they destroy the easy position of the body, and lose the extra buoyancy. A stout person has greater extra buoyancy than a thin one.

"Drowning is caused by allowing the water to replace the air in the body; this causes the body to become heavier than an equal volume of water, and therefore to sink.

"The point where a body sinks is generally marked by air bubbles. After sinking the first time, the body sometimes rises to the surface again. This has been known to be repeated even a second time.

"Men are drowned by raising their arms above water, the unbuoyed weight of which depresses the head. Other animals have neither notion nor ability to act in a similar manner, and therefore swim naturally. When a man falls into deep water, he will rise to the surface, and will continue there if he does not elevate his hands. If he moves his hands under the water in any way he pleases, his head will rise so high as to allow him free liberty to breathe; and if he will use his legs as in the act of walking (or rather of walking upstairs), his shoulders will rise above the water, so that he may use the less exertion with his hands, or apply them to other purposes.

"The general principles of swimming having been given, the pupil is placed in a tank, about 70 ft. by

15, shelving from about 1 ft. to 10. In order that the tank may be used in winter, it is furnished with a system of steam pipes for heating the water. The pupil is made to lie out in the shallow water, and shown how to strike out. He is then put into a swimming belt; this is a contrivance consisting of a pole, to the end of which is attached a line; at the end of this line is a belt; this belt passes under each arm and across the chest. The pupil lying in the water is told to strike out. The instructor, supporting him with the pole, walks along at the side of the tank; as soon as he sees that the boy is doing well, he gradually slacks down the pole, which the pupil cannot see, as it is behind him, and cannot feel because he is water-borne. When this point is reached, the instructor informs him that he is swimming. If he gets frightened the instructor supports him again; if not, the ice is broken, and no farther trouble is experienced.

"Once having learned to swim, learn to float, and also to swim on your back; by this means you can rest yourself, and thus remain in the water a long time. Never remain in from choice, however, after your body begins to feel chilly.

"Next learn to swim without using your arms; you have then those members at liberty to assist others.

"Never jump in after a person who has fallen into the water unless you are certain that you can be of assistance to him. There are instances of apparently drowning persons rescuing their would-be preservers.

"If a person falls overboard and cannot help himself, go to his assistance if you can; if he can help

himself, remain where you can assist him out of the water. If you determine to go in, divest yourself of as much of your clothing as possible, especially your shoes. It will be well to mention here that if you are going where you are liable to get into the water, you should have your shoes ready to kick off, or better still, wear low ones.

"Having reached the person in danger, if he is not cool and collected, do not approach him so that he can seize you, or he may drag you down with him; either let him exhaust himself, or approach him from the rear, and get him by the hair, or, if he is unprovided with that valuable article, under the chin. Get him on his back, placing yourself in the same position behind him, supporting his head with your hand; strike out for the shore, or wait for other assistance; in this way you can save two or more persons if they are cool subjects. With a very unruly person it is sometimes necessary, for their own good, to use violence; strike them so that they may become insensible. An insensible body, when not filled with water, is very easily handled.

"Where a person has gone down, be guided by the bubbles if you cannot see him. Keep your eyes open, and approach him just as directed for surface work."

The Preservation of Ships.

Under this heading, Lieut. MASON presents his views very compactly, and, as it seems to us, with especial pertinence. He says:—

"The dangers to which ships are usually subjected are: burning, colliding, upsetting and stranding. Much can be done to protect the ship against all of these dangers,

and it should be the traveler's duty to assure himself, before engaging passage, that all these precautions have been taken. This could easily be shown by a sworn statement and plans, with a heavy penalty attached to deception. At present the competition is so great between companies that they have to do everything as cheaply as possible. There is not to-day one single vessel sailing or steaming from this port or any other which is properly provided. If a law were passed, either by constituted authority or the good sense of the traveling public, they would all start fair in the race for safety. We see references made to watertight compartments and collision bulkheads. They do not exist, in practice, any more than we can call the walls of this room watertight. Some of the vessels are provided with partitions, which might be made water-tight, but not at the moment when they are needed. To be of use, they must be so beforehand. There must not be a single opening in them below the water-line, and even for some distance above it, as the line of flotation would be raised, by the filling of one of the compartments, to a considerable extent. A very small hole, such as a sluice-valve, takes from a partition any claim to be called water-tight. Any one who has studied hydrostatics knows what a quantity of water can pass through a small orifice in a short space of time. Compartments must be absolutely water-tight. They must be several stories high, and the decks or floors of these stories must be absolutely water and air-tight. The bottoms must be double. The whole under water, and up to at least six feet above the water, part of a ship, must be like a honeycomb. The bulkheads

must run fore and aft as well as athwart ship. The engine and boiler-rooms must be in compartments as well as the rest of the ship. This can easily be done if it must be done. The shafts can be made to work through water-tight bearings through the partitions, just as they do in the stern-post. The very part of the ship occupied now by an immense open space, is the one which we should most subdivide. The forward compartments should be very small, so as not to lift the screw and rudder out of the water when they filled. The coal should be stowed well up on both sides of the engines and boilers to protect them, and also to be at hand, so that no excuse could be made of difficulty of getting at it on account of the bulkheads. Each compartment should have a separate pump, and each of these pumps should be fitted to work for water or air. None of the engines for working these pumps should be placed down in the engine-room where a fire might cut them off. Each compartment should be fitted with an electric fire alarm, and if possible with an automatic extinguisher. Cargo should all be packed in water-proof cases, or, better still, in barrels. The compartments being full of such packages would admit but little water. What did come in could be forced out by turning on the air-pump. The steering gear of all ships should be worked by steam and hand, and the helmsman placed forward close to the officer of the deck, who should be there also. A second apparatus should be placed aft in case of accident. The officer of the watch should be able to stop the engines himself without leaving the bridge. This can be done by electricity, and has been worked successfully

aboard a French man-of-war. There should be an ample supply of fire extinguishers, buckets and axes always at hand. There should be permanent steam or water pipes such as are fitted in hotels and large buildings, by which steam or water could be sent to every part of the ship by siphon or other pumps. Each apartment should be provided with a tap to this pipe, and a piece of hose long enough to reach any part of it.

"In case of meeting a vessel at sea, in the daytime, there is generally but little danger of collision, but collisions have occurred; therefore we must guard against them. The great cause of collision is a want of knowledge of what the other ship is doing or going to do. In other words, how she has her helm. This could easily be remedied by having a semaphore at the mainmast head, similar to those used on railroads; this to be connected automatically with the steering wheel. As port is always designated by red (let us suppose because port wine is of a reddish color) and starboard by green, when the helm was put to port, the red arm would rise in proportion to the angle of the rudder; when the helm was amidships neither arm would be up; when the helm was put to starboard the green arm would rise. In this way, on any side, the position of the helm could be seen.

"At night lights might be attached to these arms, or the officer of the watch might carry in his starboard and port pockets a green and a red signal, which he could burn in the same way. It was ordered at one time by the English Board of Trade that this light system should be adopted in the following manner: That a light of the color of the side to which the helm was put should be shown on deck on approaching,

or a little ways up the rigging of a vessel. A vessel always carries, or should always carry, at night (some owners and captains are so mean that they attempt even to evade this law, by not carrying their lights when they are clear of the harbor authorities,—men-of-war should be empowered to capture every vessel found without lights), on the starboard side, well forward, a green light, so protected that it cannot be seen abaft the beam; on the port side, a red light. A steamer carries at her foremast head a white light. In practice, when the helm signal was exhibited, confusion arose, because all the colored lights were so nearly on a line. This caused the order to be rescinded. I propose that the lights carried by the officer of the watch shall be of the system which is now coming into operation for general signals—that is, that the light shall be projected into the air by being fired out of a pistol or case. This would prevent all confusion, and it could then be seen on all sides. The signal lights which I have here are made by Mr. Edward S. Linton, and would be just the things to carry out the idea. They are cylinders stopped at one end, and containing any number of stars that may be desired. These stars are projected one after the other, at equal intervals, to a great height in the air, where they burn. The machine is put in operation by striking the cap against a hard substance, such as the bridge, rail, or deck. By carrying these in the two side pockets, or in pouches on a belt, they come naturally to the hand, which is instinctively put in motion on giving the order to the helmsman. They are drawn out and fired instantaneously by the person giving the order, so that the factor of error liable to occur by

having another person bungle, and perhaps break a lantern, is also eliminated. The rocket which I have here, made for me by the same gentleman, is fitted so as to be fired by merely pulling the primer tape, and thus doing away with the necessity of looking for a light and perhaps having it blown or washed out.

“An electric light at the mast-head would do much to prevent collisions and stranding, by lighting up a vessel and its surroundings. Such a light could be supplied with electricity by the engines, and put in operation or extinguished by the officer of the deck himself. It will probably seem that I am multiplying too much the duties of the officer of the deck; but I think that any one who has ever occupied that by no means enviable position in time of danger, will agree that, being placed in a central position with a good all-round view, the more all different operations can be brought under your own personal control the better. It is getting more difficult every year to get intelligent assistants.

“Having enumerated some of the general precautions that might be taken, let us see how they would apply to our cited dangers.

“Fire, by localizing it by bulkheads; by giving the alarm by automatic means; by subduing the fire by extinguishers, automatic or portable, or with steam water and compressed air.

“Collisions, by preventing them by the precautions proposed; if not prevented, localizing the damage by bulkheads and compartments. The vessel would also be strengthened to resist the shock by the network of partitions. The pump and air pumps would free the compartments, the waterproof cases pre-

vent the goods being saturated. All persons likely to hold positions on board a vessel where they will be required to look out for lights, should be thoroughly examined in regard to Daltonism or color blindness. Recent researches in the German and French navies prove that many persons are thus affected. Upsetting must be prevented, in the first place, by the naval architect when he plans his vessel; by the stevedore when he loads her, and by the seaman when he handles her. Although within the province of this paper, our limited time and your already overtaxed patience will not permit me to go more fully into this subject than to call your attention, if you are professional men, to the excellent new method of Mr. Forbes for reducing top hamper, and to the fact that when the rolling period of the ship and the period of the sea approach very closely, it is better to heave to or change your course.

"Stranding must be prevented by navigation, by continual sounding and reference to the chart when approaching the shore. As under the previous head, I must omit the interesting technical facts connected with improved compasses and sounding apparatus, especially those of Captain Belknap and Lieut. Commanders Sigsbee and Jewell. Improved methods of approaching dangerous places, such as the method proposed by Lieutenant Truedell, of the French Navy, now employed as a captain in the service of the Transatlantic Company, for entering the harbor of New York in foul weather. There is one point, however, referring to this head and that of collision, which I would like to call your attention to; it is the fact that fogs are not generally very high above the water: that a vessel's masts sometimes project into

a clear atmosphere above,—that if a man is sent aloft, where, by the bye, one ought always to be, at least during the daytime, to look out for wrecks and rafts, or boats, he can often see the masts of approaching vessels, land, and other high objects. This is not generally thought of, even by sea-going people. A story is told of a captain, who was cruising off Wilmington, in the South, a few years ago, for the benefit of his health. At night, the vessels all hugged in close to the bar, to pick up excursion parties, who might be carrying out too much cotton. One morning (it was foggy) this officer decided, as he was very close in, to wait later than usual. Suddenly he heard the pleasant whistle of a shell, right between his masts; followed by another, with a slight improvement of aim. He politely requested one of his men to go aloft, and see what was the matter. This individual suddenly emerged into the clear sunlight, and took an instantaneous view of the Mound Battery, which was also enjoying a beautiful morning. It is needless to say that the vessel changed her range, and that the captain had learned a lesson."

Obituary.

CAPT. WILLIAM F. SHEFFIELD, an old New Haven sea-captain, died at his home in Stonington, Conn., in April, after an illness of but a few hours duration. He had been acting as a jurymen at New London, and returned home to spend the Sabbath with his family. On the following Monday he fell a victim to a fatal disease. Only a month since he and his wife celebrated their silver wedding, a gay and happy throng being present. Capt. S. was 65 years of age when he died.

THE SEAMAN'S WIFE.

BY ANDREW S. EADIE.

Dedicated to Miss Janet Peters, Glenlyon Villa.

Despair had seiz'd my very soul,
For want my child did cry,
And I had nothing in the house,
Nor wherewithal to buy.

With naught to give
How can she live?
And yet she must not die.

Not one small bit had we to eat
Since morning. Now 'twas night;
I could not beg, I'd rather starve,
And thought to steal with fright,
When that dear child,
So sweetly smil'd,
Turn'd darkness into light.

I wrapt my plaid around the bairn,
So that she would not freeze;
And as she lay upon my arms,
I sank upon my knees,
And humble felt,
As there I knelt
To Him that hears and sees.

"Father, in mercy, pity have
On strangers in this land,
And send my husband safely here,—
We want his helping hand."
But as I prayed
The words did fade
Like waters in the sand.

Still hope, sweet hope, kept whispering;
"Some generous soul you'll find,
Who'll help you in your great distress,
For here they've been so kind."
Yet fears would rise,
While my poor eyes
With tears were almost blind.

I rose up from my bended knees,
And close beside the door
Was plac'd before my wondering eyes
A basket on the floor.
Oh Thou, indeed,
Who know'st our need,
Did'st send this welcome store.

For all I ask'd and more I got,
We feasted with delight,
And bless'd the unknown hand which brought
Such plenty for the night.
And that sweet pet
No more did fret,
But looked so pleased and bright.

Yet sadden'd thoughts would crowd my brain;
I felt as if alone,
And trembled at my helpless state,
For prospect I had none.

What then is life
But care and strife
With every comfort gone?

When my dear husband left his home
Disowned for taking me,
And nothing here could find to do
He shipped and went to sea.

On the Gulf coast
The ship was lost,
But where, O where is he?

While deep in thought a double knock
Struck on the lower floor,
"Tis papa, mamma,"—cries the child,
While I ran to the door.

And then my ear
Did plainly hear:
"Yes, sir, up one flight more."

I heard his well-known voice say thanks,
The world again had charms,
And sorrow from my heart soon fled
When free from false alarms.

For near to bliss
Was that pure kiss,
When circled in his arms.

Oh, such delight my heart did feel
When he was mine again,
For thoughts of sad mishaps or death
Had almost crazed my brain.

When joy is rife
It gives new life,
'Tis sunshine after rain.

He told us of the fearful storms
That drove the ship ashore,
And said: "Lov'd hearts, I never thought
I'd see you any more.

'Twas such a shock,
When we struck rock
Amid the breakers' roar.

"Yet nearly all on board were sav'd,
For we were close to land;
But our good ship was soon a wreck,
And lay upon the strand,
When Captain Greene,
Of barque May Queen,
Engag'd me as a hand.

"Twas then the agents stopped your pay,
The vessel being lost,—
Which shows how much they care about
The seaman, tempest-tost.
To them what's life
In child or wife?
They can but starve at most.

But brighter skies, my own true hearts,
Once more we cross the foam;
See here's a purse well filled with gold
That's sent to take us home.

Father forgives,
And mother lives!
So writes dear brother Tom."

And when I told him what had pass'd
Since he had gone to sea,
He bravely said:—"I love the land,
The country of the free,

Nor shall forget,
Till life has set,
What it has done for thee."

Evening Post.

For The Sailors' Magazine.

THE SEAPORTS OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

IV.—EZION-GEBER.

On the eastern arm of the Red Sea, known as the Gulf of Akabah, once stood a commercial city, where now the traveler only finds a dry bed of the sea occasioned by the gradual elevation of the land in that direction, similar to that change which has been taking place upon the other arm, and which seems to be a literal fulfillment of the prophecy, "The Lord shall utterly destroy the tongue of the Egyptian Sea."

This was Ezion-geber, or the Giant's back-bone, whose jagged ranges of rocks, that lined the shore, may possibly have suggested the name. It is of special interest among the seaports of the Bible as marking three important epochs in the history of the ancient people of God,—the end of their wanderings in the wilderness,—the dawn of their commercial greatness under Solomon, and their decline under Jehoshaphat.

The first mention which is made of this ancient mart is in Numbers xxxiii, 35, 36, where it is simply noticed as the point of departure, after the forty years' wanderings of Israel in the wilderness, for the land which God had given to their fathers for a possession. It was evidently in that remote period an important centre of trade, because of its situation on

the eastern tongue of the Red Sea, and thus the evident gate for the Edemites and others to the great highways of commerce. To this point, where doubtless the ships might even then be seen which were engaged in ventures down the Red Sea, and then eastward toward the early centres of the world's population the Israelites came, after they had finally left the wilderness. From this point northward lay the deep valley of the Ghor, reaching to the Dead Sea and supposed by some to have been once the bed of the Jordan through which its waters passed out into the Red Sea. It was by but a few stages of travel after leaving this port that they came into the borders of their future home, and entered on the inheritance promised to Abraham and his seed. From this time onward no mention is made of Ezion-geber until the age of Solomon, when it assumes prominence and importance as the scene where was inaugurated the foreign commerce of the Jewish nation. The vast expenditures which were made by that monarch, not only for the Temple and his palaces but for the maintenance of his regal splendor, which made his court the wonder of the world, could not have been met except on the conditions of heavy burthens of taxation laid

upon the people or upon vast revenues derived from commercial intercourse with other nations. Palestine was a land of immense agricultural wealth. Its fields of wheat and corn, its orchards and meadows, its vineyards and olive-yards and palm-groves, its fragrant spices, its vast herds of sheep and cattle, were enough, not only to sustain an immense population within fifteen millions of square acres, but to furnish abundant articles of commercial value whose exchange would bring them large revenues. It was a land of wheat and barley, of vines and fig trees and pomegranates, whose surplus could be used for the importation of gold, or the luxuries which gold could purchase. But the field for this commercial activity could be reached either by caravans traversing the vast interior regions of the East, or by ships passing down the Red Sea and then skirting the coasts of Arabia and Persia and India, even to China. Hence Solomon, in the inexperience of his people in all maritime business, again secured the aid of his allies, the Phœnicians, in the building and manning of his Navy. Ezion-geber was selected as the centre of this new enterprise. Here the ships were to be built, and hence they were to sail on their long voyages, in which, doubtless, the most distant nations were reached. In the absence of material in the adjacent country, it was needful again to resort to the forests of Lebanon, and the timber was floated down from Tyre to some point on the Mediterranean, whence it was conveyed by land carriage to Ezion-geber, or it may have found its way thither by the Nile and through the canal which then connected it with the western tongue of the Red Sea. To this great undertaking Solomon gave his per-

sonal attention, going himself to Ezion-geber, as we read in 2 Chron. viii: 17. There he looked upon the busy scenes of a seaport, stimulated into new life by the vast preparations which were making for the opening trade between his people and the nations lying around and beyond the Red Sea.

To him it must have been a new experience, brought up as he had been amid the scenes of a land with but a small sea-board and few maritime interests. We can fancy the monarch passing down by the shore and stopping here to see the laying of the first timbers of a ship and then to admire the proportions of one just ready to be launched, after having watched at other points all the intermediate stages of construction, here the forge of the smith, and there the shops of the shipbuilder, with saws and axes and chisels and hammers in busy and constant action. At length the vast navy was completed, made up of what were called "Ships of Tarshish," as now we call vessels India-man, or whale-ships or otherwise, from the purposes for which they are intended, or the countries which they are to visit.

From the length of time which they occupied in a voyage (nearly three years), we may conclude that they did not confine their visits to ports simply on the Red Sea. There are traditions, which many writers have accepted, that they made the complete circuit of the African coast, ending their voyage at Tartessus, or Tarshish, in Spain. It is most probable, however, if we judge from the freight with which these ships returned, that they made a coasting voyage westward, and that after passing out of the waters of the Red Sea, having touched at African

and Arabian ports on their way down, where they may have obtained the gold of Ophir, they turned eastward and then coasted along the Indian Ocean, visiting on their way those countries where were found as articles of trade, alum trees and silver, ivory and apes and peacocks. These latter are especially the products of India, and seem to point directly to that country as one at least of the parties with whom the ships of Solomon now opened a new trade to the people of Israel.

That it was a source of immense revenue may be readily seen by the repeated reference to the wealth of Solomon and to the financial condition of his capitol. But all the glory and renown of this monarch and his age soon passed away. In his declining years as he reviewed his life and looked back over all its splendor he wrote over it,—“vanity of vanities,” and warning his son of the folly of trusting in human wealth or greatness, he passed away to see in the light of eternity that the soul is more precious than the world with all its wealth and renown, and all its vast schemes of commercial enterprise.

It is probable that with the succeeding divisions which weakened the nation, and with the gradual decay of their power and wealth, Ezion-geber lost its trade and gradually fell into a decline, which corresponded with that of the people upon whom its prosperity had largely depended. Once more in succeeding years an effort was made to restore to it its former life and activity. Jehoshaphat, though himself a wise and good king, was yet drawn into political combinations with men who were idolatrous and wicked. His eldest son had married the daughter of Ahab

and Jezebel to whose vileness and injustice there seemed no limit. Joining afterwards in an alliance with their son he sought to renew the Red Sea Navy and commerce, designing to send his ships to Tarshish, or to engage in the same commercial enterprises which had once brought in such vast revenues to the people during the reign of his illustrious ancestors.

But his plans were suddenly and utterly defeated. Even before his navy was launched the word of God came to him by the mouth of his prophet which foretold the coming destruction of his hopes. His alliance with the idolatrous house of Ahab was to be followed by a sure and complete failure, and so it proved. For in the simple words of Scripture it is said,—The ships were broken at Ezion-geber. Either by gross mismanagement of ignorant pilots, or by a sudden tempest, whose wrath no power could withstand or skill evade, the navy was wrecked upon those rocky shores, and the enterprise was never renewed. As the power of Eden and of Judah waned and their commerce declined, this ancient port sank into decay, and time and its changes have obliterated all marks and evidences of its former life and activity. It witnessed the growth, the prosperity and the decline of the Jewish nation, and then sank into its grave, leaving no trace of its ancient glory and no stone to mark the spot where it once stood.

There is, according to Dr. Robinson, a small body of brackish water called El-Ghudyan which is the possible site of the old seaport that occupied so prominent a position in the days of Solomon. There is this in favor of the correctness of the supposition that it is near to Elath as was the ancient Ezion-

geber: 1 Kings, ix 26. This city still remains, under the name of Ailah. Mounds of rubbish mark its locality, and a small fortress occupied by a governor and a garrison of soldiers forms one of a line of forts for the protection of pilgrims on their way from Cairo to Mecca. But the waters have literally failed from

the sea, the white sails of ships no longer appear like a cloud upon the horizon, silence reigns where once the cheery songs of sailors were heard, the old seaport has disappeared, and the busy scenes of commercial life and activity that were once witnessed here have passed away forever.

PITCAIRN ISLAND.

This small and rock-bound island, only seven miles in circumference, is, of all pieces of land on the globe, farthest removed from any of the great continents. It will be found in or about latitude 25° south of the equator, and longitude 130° west of Greenwich, being nearly half way across the widest of ocean spaces, between Australia and South America, and some distance southeast of the Society Islands. The island was discovered by Captain Carteret in 1767, and named after one of his officers called Pitcairn, who was the first to call attention to it.

A singular interest attaches to Pitcairn Island from the dark romance connected with its settlement by the mutineers of the English ship *Bounty* in 1790. This vessel had been sent out to the island of Tahiti for the purpose of collecting bread-fruit-trees, which it was proposed to introduce into the West Indies. On the voyage out the crew suffered much from inhuman treatment at the hands of the commander, Lieutenant Bligh, of the Royal Navy; but the mutiny did not take place until the ship had secured her cargo, and was about to return home. On the 28th of April, 1789, the vessel was taken possession of by Fletcher Christian, the mate, who, with a num-

ber of followers, forced his superior officer, together with eighteen companions, into a launch, set them adrift, and turned the ship's head toward the island of Toubouai. Here they had determined to land; but the natives presented so savage an aspect that Christian decided to go back to Tahiti.

In spite, however, of the impression produced in the first instance by the natives of Toubouai, it was on this island that the mutineers first attempted to form a settlement. Land was purchased from the chief of the tribes, and a fort was in process of construction, when quarrels ensued, and a part of the white men demanded that Christian should take them back to Tahiti. This was done; but the leader of the mutineers, knowing that he was not safe at a point which would first of all attract the English ship that must certainly be sent out in search of the *Bounty*, determined to seek refuge in some one of the more remote islands. Eight only of the men he had led into crime were inclined to accompany him. With these, however, there was a young Toubouan chief and his two friends, who had become so fond of Christian they would not leave him. Three Tahitian men, with their wives, also joined the party, and one of the women took with

her her infant daughter ten months old. In all, twenty-eight persons determined to follow the fortunes of Christian.

It has been ascertained that a copy of Captain Carteret's *Voyage to the South Seas* was among the books left on board the *Bounty*, and this volume, describing the loneliness of Pitcairn Island, probably determined Christian to search for it as a safe retreat for himself and his followers. From a want of correctness in the latitude and longitude indicated by the original discoverers, the cruise occupied several weeks. When it had begun to appear hopeless, a distant rock was descried rising abruptly in the midst of the ocean. On nearing it this proved to be Pitcairn Island, the asylum sought for by Christian—a rock not two leagues in its greatest extent, far from the haunts of ships and of men. The course of the *Bounty* was directed to a bend in the shore, destined to be her last resting-place, and which has ever since borne the name of "Bounty Bay." After making a survey of the island, Christian divided it into nine portions, retaining one for himself, and distributing the remaining eight among his companions. Every available article was then removed from the vessel, even to the planks from her sides, the copper nails, bolts, etc., masts and sails; and in order to leave no trace which might lead to discovery, they set fire to her hull, and then sunk the remains in twenty-five fathoms of water. This event took place January 23rd, 1790.

For twenty years the mystery that hung over the fate of the *Bounty* and her mutinous crew remained unsolved. From the time of their leaving Tahiti nothing

had been heard of them, and the first tidings came when an American, Captain Folger, touched at Pitcairn Island in 1808, and on his return reported his discovery to the English government. It had been impossible for concord to exist among such desperate characters as the mutineers, and in the course of ten years from the time of their arrival on the island, all the Tahitian men, all the sailors, with the exception of one Alexander Smith, who subsequently changed his name to John Adams, and several of the women, had died of violence or disease. In September, 1814, an English vessel called the *Britain* stopped at the island, and found Adams still alive and commanding the respect and admiration of the whole little colony by his exemplary conduct and fatherly care of them. Solitude had wrought a powerful change in Adams, and his desire to instill into the young minds of the descendants of his old companions, who, like himself, had taken wives from among the Tahitian women, a correct sense of religion, had been crowned with complete success. According to the statement of the captain of the *Britain*, a more virtuous, amiable, and religious community than these islanders had never been seen. They were also visited by other English vessels, and the reports concerning them fully corroborated the first accounts.

In 1830 the colony consisted of eighty-seven persons, when a long drought, together with a bad season for their plantations, gave rise to fears that they might be overtaken by famine. It had long been a matter of grave consideration, that, as their numbers increased, the want of water would be severely felt, and in consequence

a proposal was made to the islanders by the English government to remove them to Tahiti. This proposal in due course was submitted to Queen Pomaré, who seconded it with great zeal, and agreed to receive them into her dominions. Early in March, 1831, they all embarked in the *Sarah Anne*, and arrived at Tahiti on the 21st of the same month. A tract of rich land was assigned to them by the queen, and the Tahitians assisted in collecting wood, and also in constructing houses for their new friends, whom they looked upon as relations. One old woman came from a distance to recognize a long-lost sister in one of the surviving women who had left Tahiti in the *Bounty*. A few months, however, at Tahiti convinced the Pitcairn Islanders that they could not be happy in their new home. Their simple austere mode of life and their rectitude of conduct rendered the licentious and lax morality of the Tahitians most repugnant to the Pitcairn people; and notwithstanding the kind hospitality shown them, especially by the queen, they determined, if even at their own expense, to return to their beloved island home. This was done in September of the same year, an American brig conveying the little party back to Pitcairn.

Nine years later the islanders were visited by Captain Elliot, of the English ship *Fly*, when they begged to be taken under the protection of Great Britain, on account of the annoyances to which they had been subjected by the lawless crews of some whale-ships which had called at the island. Accordingly Captain Elliot took possession of Pitcairn in the name of her Majesty the Queen of Eng-

land, gave them a "union-jack," and recognized their self-elected magistrate as the responsible Governor. He also drew up for them a code of laws, some of which are very amusing from the subjects of which they treat. The code, however, has been of much service to the simple islanders. Not long after they became British subjects the inhabitants of Pitcairn began to be distressed about their old difficulty,—the inability of the island to support their increasing numbers. They appealed to their English rulers to make some provision for them, and when Norfolk Island, which is situated in the West Pacific, seven or eight hundred miles from Australia, had ceased to be a convicts' penal station, her Majesty's government allowed the Pitcairn Islanders to emigrate thither.

In 1859 two families returned to Pitcairn Island, the heads of which were William and Moses Young, two cousins, aged thirty-three and thirty years. The oldest member of the party was William Young's wife, thirty-nine years old, and formerly the widow of Philip M'Koy. Her children by her first husband swelled the number of emigrants to seventeen, the proportion of the thirteen children being ten girls to three boys. When asked their reasons for leaving Norfolk Island, they pleaded the health of their wives, with whom the severe weather of the latter place did not agree. They farther added that they did not consider Norfolk Island as their own; that no one could be kinder than the Governor of New South Wales, of whom they spoke with great respect; but that a school-master and a miller had been placed among them who were not of them, the school-master

having charge of the sheep on the island, which they had been led to believe would have been their own property ; and that some sappers and miners, with their wives and families, had also been quartered on the island ; that their own magistrates, formerly only responsible to the people themselves, were now held responsible by government for the performance of certain obligations by the people ; and that altogether they found it was so different from the life of freedom and irresponsibility, to all but themselves and their elected magistrates, they had led at Pitcairn, that they had a longing to be back to the island, where nobody could interfere with them, however good and kind the intention, and however necessary, perhaps, the interference.

In 1874 these two families were joined by several others from Norfolk Island, and the present population of Pitcairn numbers about fifty persons, among whom is Elizabeth George, eighty-eight years of age, a daughter of one of nine original mutineers who reached the island in 1790. A grandson of Fletcher Christian is also there. The small community is said to be healthy, moral, and religious ; they are governed by a "magistrate and chief ruler in subordination to her Majesty the Queen of Great Britain," whose duties are merely nominal, for no case of crime of any kind,—and the use of profane language is classed among the criminal acts—has occurred for many years. The name of the present holder of the office is James Russell M'Koy. Divine service is held every Sunday at 10.30 a. m. and at 3 p. m. It is conducted by Mr. Simon Young, strictly in accordance with the liturgy of the Church of England.

A Bible class is held every Wednesday, when all who conveniently can attend. There is also a general meeting for prayer on the first Friday in every month. The observance of Sunday is very strict. Being visited only by chance passing vessels, perhaps not half a dozen times in the year, the islanders are of course entirely dependent upon their own resources.

From their occasional intercourse with Europeans the Pitcairn Islanders have, while retaining their virtuous simplicity of character and cheerful hospitable disposition, acquired the manners and polish of civilized life, with its education and taste. They are passionately fond of music and dancing, the latter characteristic being evidently a legacy from their maternal ancestry. The men are chiefly engaged in whaling and herding cattle or in cultivating their gardens and plantations, while the women, who seem to be the more industrious class, attend to their families, manage the dairies, and occasionally take part in field labor.—*Harper's Weekly*.

Little Genevra Sawyer.

HER PERILOUS RIDE IN THE BUOY
FROM THE WRECKED SCHOONER
OFF BARNEGAT.

"She was a dainty, gleesome little thing, and every one who saw her had a heart full of sympathy and love for her," said Capt. Young of the Coast Wrecking Company, yesterday. He was speaking of Genevra Sawyer, the eighteen months old daughter of Capt. Irving E. Sawyer, who was saved on Wednesday from the wreck of the schooner *David H. Tolck*, near Barnegat, in which her father and mother perished.

Capt. Young had only just returned from the scene of the disaster. He started for there on Wednesday morning, and had to ride six miles along the beach in an open wagon, and then work his way in a small boat through the ice in Barnegat Bay to reach the wreck. The weather was stinging cold. In going to the place he passed the bodies of the sailors, Johnson and June, which had been washed up on the beach and kept there for the Coroner. The bodies were frozen stiff.

Capt. Young's eyes glistened as he continued his story about little Genevra Sawyer. "One of the first things I did on getting to Harvey's Cedars, Long Beach," he said, "was to hunt her up. I found her in charge of Mrs. Hazelton, the kind-hearted wife of the hotel proprietor at the beach. She was toddling around after Mrs. Hazelton in the kitchen when I got there. She sometimes caught hold of the folds of Mrs. Hazelton's dress, and prattled 'Mamma,' the only word she could speak. In a room next to the kitchen lay the bodies of her father and mother, covered with a cloth."

Capt. Young was told that when the child was taken ashore in the breeches buoy, from the stranded schooner she was not in the least injured. Before parting with her the mother seemed to have taken every precaution to keep the little one warm and save her life. She had the child wrapped in thick flannels, with a hood over her head, and red socks on her feet. Around her neck was a comforter. The ice cold water which dashed over the buoy on its way to the shore numbed the thinly clad mate in whose arms the child was carried, but left her unhurt. Her father and mother could see her from where they

were lashed in the frozen mizzen rigging, as she was lifted out of the buoy by Capt. Pharo and the beachmen, and taken to the Life-saving Station. Her little eyes opened in wonder as the outer coverings were removed from her. She seemed to miss her mother, and began to cry; but after Mrs. Hazelton had fondled her, the dimples reappeared in her face, and her blue eyes sparkled with happiness.

The station men who recovered the bodies of Capt. Sawyer and his wife from the wreck, informed Capt. Young that Capt. Sawyer must have first lashed his wife in the rigging before trying to secure himself. When found her head was resting against his breast.

The news of the disaster reached Capt. Hopkins, of the bark *Vilora H. Hopkins*, the brother-in-law of Capt. Sawyer, on Thursday noon, while he was loading his vessel in the East River with a cargo for Buenos Ayres. He and Mr. John Swan, the son of Mr. William H. Swan, of South street, the consignee of lost schooner, started at once for Harvey's Cedars, to look after the bodies and take care of the orphaned child. Yesterday Mr. Swan telegraphed to his father: "Bodies all here. Baby is well." The bodies of Capt. Sawyer and his wife will be forwarded to Millridge, Me., and it is thought that their orphaned daughter will also be taken there and given to the care of her grandparents, although several who have seen her have expressed a desire to adopt her.

The schooner *Tolck* belonged to Capt. Sawyer and his father and brother-in-law, and Mr. Swan and one or two others. The Sawyers are supposed to have had her insured for a small amount.—*N. Y. Sun, March 1st.*

The Sailor's Text.

A TROUBLED SEA.

"The wicked are like the troubled sea, when it cannot rest, whose waters cast up mire and dirt."—Isaiah lvii. 20

WHAT a description! Reader! is this a picture of thee? It must be so, if thou art still without God and without hope,—the question of thy Salvation unsettled,—unready for death, unmeet for judgment. You cannot live happy. You cannot die happy as you are. There is no peace, saith God, to the wicked! The pearls of the ocean, and the mines of the earth, if all your own, could not purchase peace for you, with sin unforgiven, your heart unchanged, your soul unsaved. Continue no longer in this state of guilty disquietude. Hear the voice of God saying to you, as the Ship-master said to Jonah when he lay fast asleep in the sides of his vessel,—“What meanest thou, O sleeper? arise, call upon thy God!”

“While wandering still from God and heaven,
With sin uncancell'd—unforgiven,
Vain shall the world, with syren voice,
Bid the unpardon'd one rejoice.

“Where shall I find a holy calm,
But in Thy blood, Thou dying Lamb?
My only hope of mercy lies
In Thine atoning sacrifice.”

“Them That Sail With Thee.”

A NARRATIVE OF CONVERSION ON BOARD SHIP.

In our issue of Jan. 16th, we briefly stated the fact that six young men had been received into the membership of the Mariners' Church, San Francisco, all of them having been brought to Christ on board ship through the instrumentality of a Christian shipmate. We have received from a correspondent in Dundee, the following extracts of a letter, dated San Francisco, Nov. 11th, 1878, from this Christian sailor, giving the details of this remarkable work of God's saving grace. Names are purposely omitted.

“After I sent that letter (referring to a former letter sent by him), things got worse, and the crew began to desert from the ship. The consequence was that only four besides myself remained. The young converts also went, with only one exception....I can now see that God was overruling all this for our good. The

captain engaged another crew in N—, and we sailed for San Francisco. I suppose they were the wickedest and most ungodly set of men I ever sailed with; one man in particular. I cannot describe to you his character in any other way than by saying he was a living hell. Wherever I went, fore and aft the ship, there was hell..... I lived in this hell about three weeks.

“I said one day to the sailmaker, ‘Something must be done towards bringing the Gospel to these sinners.’ He said he could take no part. You may think this strange in him, but remember he is only a young convert. On the third Sabbath at sea, the captain sent forward to ask us if we would take the meeting on that evening. The sailmaker refused. I said, ‘These men are on the brink of hell, and shall we not try to save them? I will go single-handed, and who knows but God will work among us yet, and give us a great blessing!’ I went to the devil's leader, and told him

that I was to lead the meeting, and asked him if he would come. He had never been in the cabin before. He cried, 'Who's got a penny? I will toss up; two heads out of three, and I will go the meeting.' Some one brought him a shilling, and he tossed, and it came down head every time. And he went to the meeting. But he came out blaspheming worse than ever.

"It was my look-out from eight to ten o'clock that night, and this man had to relieve me at ten o'clock. Just before he came up to relieve me, I knelt before God, and asked Him to strengthen me to speak to this man, and that I might rightly deliver his message; and when he came I spoke to him. At first he did not want to listen, but gradually he became interested, and at twelve o'clock, that night, he was brought to the feet of Jesus.

"He prayed for the first time in his life. Two days afterwards the Savior revealed Himself to his soul. He met me at midnight, on Tuesday, in an ecstacy of joy, saying, 'I have found Him!' He could do nothing but bless and praise his holy name. His shipmates knew that he had been seeking the Lord, for they saw the change in his life; and when he found the Lord Jesus precious to his soul, it soon spread over the ship that F—was converted. There seemed to be a solemn awe come over every man on board, for they were convinced that nothing but the power of God could work this change upon their shipmate.

"On the following Sabbath, at the close of the evening meeting, he stood in the presence of all hands, and declared what great things the Lord had done for his soul. This testimony was used to convict other two of the crew; and during the following week they were brought to the feet of Jesus, and were made to rejoice in the love of a sin-pardoning God. And again, at the close of the meeting on the following Sabbath, they too gave in their testimony of the power of Jesus

to save. During the next three weeks following, the same things occurred as on the passage out to Melbourne. No more swearing; cards thrown aside; men reading their Bibles and singing hymns; some in secret prayer; and one by one giving their hearts to the blessed Jesus.

"I do praise and bless God for this wonderful work of his grace. For it is satisfactory to know that there are no doubts among these young converts. Each one God has blessed with full assurance of his acceptance in the Beloved....

"Oh, the wonders of redeeming love! What has the Lord Jesus wrought among us? He hath changed the ship from hell to heaven. We have now two prayer-meetings each week in the forecastle, and two Gospel services in the cabin on Sabbath.... But there are yet many of my shipmates both fore and aft, unsaved. Pray for us, and you will be partakers of our joy."—*London Christian.*

The British Mercantile Marine.

In 1876, the British Merchant Marine numbered 25,479 ships registered in the United Kingdom, Isle of Man, and Channel Islands, representing a tonnage of 6,263,333. There were also 12,201 vessels registered in the Colonies, representing a tonnage of 1,701,245, or a total for the British Empire of 37,680 vessels and 7,964,578 tons. The Red (English) Ensign waves over 348,959 seamen, exclusive, of course, of fishermen and men in other small craft. It is probably true, as is claimed, that this is a Mercantile navy almost as large as that of all the navies of all other nations on the globe put together.

THEY PRAY THE BEST, who pray and watch;
They watch the best, who watch and pray;
They hear Christ's fingers on the latch,
Whether He come by night or day.
Whether they guard the gates and watch,
Or patient, toil and pray and wait,
They hear His fingers on the latch,
Whether He early comes, or late.—*Hopper.*

Growing Old Gracefully.

Lines read at a family gathering around Mrs. A. H. C., aged ninety-three years, in Brooklyn, N. Y., April 15th, 1879.

I.

Softly, oh! softly, the years have swept by thee,
Touching thee lightly with tenderest care;—
Sorrow and care did they often bring nigh thee,
Yet they have left thee but beauty to wear.

Growing old gracefully,
Gracefully fair.

II.

Far from the storms that are washing the ocean,
Nearer each day to the pleasant home-light;
Far from the waves that are big with commo-
tion;

Under full sail,—and the harbor in sight!

Growing old cheerfully,
Cheerful and bright.

III.

Past all the winds that were adverse and chill-
ing;

Past all the islands that lured thee to rest;
Past all the currents that woode thee unwilling,
Far from the port of the land of the blest.

Growing old peacefully,
Peaceful and blest.

IV.

Never a feeling of envy or sorrow,
Where the bright faces of children are seen;
Never a year from their youth wouldest thou
borrow,

Thou dost remember what lieth between.

Growing old willingly;
Gladly, I ween!

V.

Rich in experience that angels might covet;
Rich in a faith that has grown with thy years,
Rich in the love that grew from and above it;
Soothing thy sorrows and hushing thy fears.

Growing old wealthily;
Loving and dear.

VI.

Hearts at the sound of thy coming are lightened,
Ready and willing thy hand to relieve;
Many a face at thy kind words has brightened,
“It is more blessed to give than receive!”

Growing old happily;
Blest, we believe.

Mortality Among Seamen.

An official Return to the British Parliament states that 4,076 seamen in the British service died abroad in the year 1875; viz: 1525 drowned by wreck; 987 drowned otherwise, 306 killed by accident, 15 killed through murder or homi-

cide, 28 suicides, 124 deaths from unknown causes, 1091 deaths through disease; total, 4,076.

“Nearly 3,000 sudden deaths out of 4,000! What proportion of this frightful slaughter is due to the counter-attraction of drink and drinking establishments may be estimated from the following facts which occurred in Marseilles, France, a few months ago.

“March 18th, 1878. J. C., aged 28, (married, 4 children,) of bark *Arbutus*, carried down drunk to his hammock, and found dead there next morning.

“May 5th, 1878. H. R., aged 26 (married,) ship's carpenter, on board steamer *Himalaya*, after heavy drinking, attempted to cross the plank from the ship, fell in and was drowned.

“May 20th, 1878. G. S., aged 53, (married, 6 children,) was imprisoned in February for having, while drunk, stabbed a companion; on release, left the port, returned on board the steamer *County of Sutherland*, went on shore, and after being missed for 5 days, his corpse was found in the docks.

“June 16th, 1878. J. L., aged 26, night-watchman on board English steamer *Helmstedt*, fell or precipitated himself into the dock. Body recovered 7 days after.

“Here we have,” says the Chaplain of the AMERICAN SEAMEN'S FRIEND SOCIETY at Marseilles, “within three months, four British seamen in the prime of life, destroyed by drink, leaving three widows and ten orphans! Mentioning this to a mate in port, he assured me, that during the ten days his steamer was at Odessa last spring, no less than three British seamen perished there under similar circumstances. Of the five men now in prison here, four of them said, two days ago they were there from having taken ‘a drop too much.’

“Such facts tell more eloquently than any words,” adds the Chaplain, “the necessity of more earnestly, actively be-stirring ourselves in behalf of our seamen. In the endeavor to elevate them heavenwards, there should be concurrently with evangelization, special efforts and agencies against their special temptation, Intoxicating Drinks.”

THE LAST TERRIBLE LOSSES OF LIFE AMONG GLOUCESTER FISHERMEN.

Desiring to furnish our readers with full and authentic information concerning the recent sad losses at Gloucester, Mass., we print the following letter just received at the office of the Society, and add to that, the mournful record of this and other similar occurrences, as made up, there, for one of the local papers. The charity of every human heart must go out in a sympathy not to be set forth in words, as the thought of all the sorrow bound up in this terrible calamity comes up to the mind. It is not improper to say that at their last monthly meeting our Board of Trustees made an appropriation of one hundred dollars, for the relief of those at Gloucester, who have suffered the loss of friends, in these fearful wrecks.

GLOUCESTER, April 16th, 1879.

"Yours of the 15th at hand. I thought the printed statement enclosed, would make such an article as you desire. One other full crew, the *Gwendolan's*, was also lost with the vessel, about the same time. *We have lost since January 1st, 1879, 190 men, leaving 69 widows and 160 orphans, which loss, in addition to the widows and orphans previously made, makes our city the abode of a large number of needy, who are likely to continue so for some years, as most of the children are young.*

"The contributions received have been generous, and none are now suffering for necessary articles.

Yours truly,

J. O. P."

An Appalling Calamity to the Gloucester Fishing Fleet!—Thirteen Vessels Supposed to have Gone Down in the February Gales, Carrying with them 143 Men, Causing 57 Widows and 149 Fatherless Children—Work for the Charitable—Recapitulation of Losses by Other Gales.

If the grave apprehensions which are felt for the safety of the vessels mention-

ed below, are realized, the gale of February 21st, 22nd, will result in the loss on Georges of thirteen Gloucester vessels, of a tonnage of 835.82 tons, and a value of \$50,000. Unlike the ordinary calamity of fire which occasionally startles whole communities, there is no return from abroad in the way of insurance, as the loss in the fisheries is borne by a mutual association among the vessel owners, and the amount insured, \$36,289, is a direct draft upon the fishing industry of the city.

But the loss of property is of minor importance to the great sacrifice of life, and the sorrow and suffering entailed upon the survivors of those who are gone. The aggregate crew lists of the thirteen missing Georgesmen number *one hundred and forty-three men*, who leave behind them 57 widows and 149 fatherless children.

Similar disasters of more or less prominence have not been infrequent in our local history. For the past two years our fishing losses have been comparatively light, but in 1876 the record was a melancholy one. In the December gales of that year ten vessels and ninety-eight men went down, and the losses for the year numbered twenty-seven vessels, of a value of \$150,000, and two hundred and twelve men. In 1875 the losses numbered sixteen vessels and one hundred and twenty-three men. In 1873 thirty-one vessels and one hundred and seventy-four men were lost, leaving forty-seven widows and eighty-six fatherless children. Fifteen vessels and one hundred and twenty-four men went down on Georges, the Banks and in the Bay St. Lawrence, in "The Lord's Day Gale," August 24th, of that year. In 1871 nineteen vessels and one hundred and forty men were lost. In 1862 we had a February (24th) gale similar to that of this year, when out of a fleet of seventy sail upon the Bank, fifteen vessels and one hundred and twenty men were lost, leaving seventy widows and one hundred and forty-four fatherless children. The whole number of losses for the year was nineteen vessels and one hundred and sixty-two men.

In the following list of Georges vessels not heard from since the late gale, the insurance is all in the Gloucester Mutual Fishing Insurance Company. The men not otherwise specified are

reckoned as hailing from Gloucester, being natives or else having followed fishing from this port for many years.

Schr. *George B. Loring* sailed for Georges Feb. 15th, and has a crew of ten men, as follows: George W. Lane, master, leaves wife and six children; Joseph M. Lane, brother to master, leaves wife and four children; Reuben H. Ellis, wife in Maine; Morris Riley, wife and two children; Ambrose Thebedo, James M. Boynton, George Whitman, Jas. White, George Yates, Edward P. Townsend. She was owned by George Norwood, built at Essex in 1860, 58.50 tons, valued with outfit at \$2,119, insured for \$1,917.

Schr. *Maud and Effie* left port on a haddocking trip on Tuesday Feb. 13th. Was last seen on Georges Feb. 20th, the day of the gale, and should have been home long ere this, as these trips usually occupy but a few days. There is a bare possibility in common with all the missing vessels that their crews may have been taken off by some outward bound vessel and tidings may yet come of their safety; but even this ray of hope in consideration of the terrible storm which swept over Georges, becomes dim, especially when most of the fleet were more or less injured. The *Maud and Effie* had a crew of 14 men, eight of whom were married; two were brothers, and there were also five brothers-in-law on board, as follows: John McIsaac, master, leaves a wife and three children; Michael McIsaac, wife; Joseph Nowlan, (brother-in-law to the McIsacs), wife and one child; Edward Gordan, wife and one child; Andrew Swinson; Roland McDonald, wife; Edward Shearman, (brother-in-law to Joseph McAskill), wife and two children; Allen McDonald, East Boston, wife and two children; Joseph Rogers, wife and four children; Joseph McAskill, (brother in-law to Shearman); Neal Beaton; Wm. McMaster, William Frazier and Roderick Steele, unmarried. The *Maud and Effie* was 85.23 tons, built at Bath, Me., in 1877, owned by Mr. Willard G. Pool; valued at \$5,235 and insured for \$4,581.

Schr. *Olive D. Dana* sailed for Georges Feb. 10th. Had a crew of ten men, as follows: William Willoughby, master, leaves a wife and one child; Archibald McCatheren, wife; Boley Bushey, wife and four children; John Garvey, wife and seven children; (this was Garvey's first and last trip to Georges); George C. Stearns, wife and three children; Peter Mason, steward, wife and three

children. Charles Netherwood, John Atwood, Frederick Hill, and Paul A. Peterson, single men. The *Dana* was owned by Messrs. Pettingell & Cunningham, 64.28 tons, built at Essex in 1868; valued with her outfit at \$3,335. Insured in the Gloucester Mutual Fishing Insurance Co. for \$2,989.

Schr. *Jacob Bacon* sailed for Georges, Feb. 3rd. Her crew list comprised twelve men, as follows: Christian Anderson, master, James Powers, Charles Fox, alias Johnson, Richard Carroll, widowed mother and two children dependent upon him, Patrick Sullivan, (of New Bedford), James Bowie, Conrad Carlson, Frank White, Hugh Hennan, steward, John Seerman, Edward F. Jameson, John Wilson. Her crew were all active men in the very prime of life. She was owned by Messrs. Cunningham & Thompson, 66.44 tons, built at Essex in 1877; valued with her outfit at \$5,186, on which there is an insurance of \$4,600.

Schr. *John Dove* sailed Feb. 8th. She had a crew of eleven, as follows: Lewis Caliste, master, leaves a wife and one child; Alex. Gerry, wife and two children; John Coughlin, wife and three children; Theophilus V. Porter, wife and two children; Samuel West, William Delroy, Joseph Enos, Benjamin Decoste, Edward Levange and Benjamin Levange, brothers, and Charles Campbell, single men. She was 59.02 tons, built at Essex in 1868; valued with outfit at \$3,193, on which there is an insurance of \$2,857. She had new masts, new standing rigging, a new suit of sails, and mostly new running gear.

Schr. *Morning Star* sailed Feb. 7th. She had a crew of ten men: John B. Spanks, master, leaves wife and two children; David Gorman, wife and two children; William W. Shelton, wife and two children; Andrew Davis, wife and two children; David Jones, wife and two children; F. H. Stimpson, John Black, James Roberts, Charles Ibey, Michael Mooldoon, single. She was 52.92 tons, owned by Jos. O. Proctor, Jr., built at Essex in 1859, and valued with outfit at \$1,895, on which there is an insurance of \$1,721.

Schr. *Annie Linwood* sailed for Georges Feb. 3rd. She was reported with a trip ready to come home just previous to the gale, and her owners have given her up. She had a crew of eleven men, as follows: Thomas Connell, master, leaves a wife and two children; Patrick O'Brien, wife and four children; Frederick J. Knowels, wife and one child; Daniel D.

Morrison, wife and two children; John Silver, wife and three children; Frank Ferris, wife and five children; John Smith, John Lawrence, Angus McDonald, August Mitchell, one unknown. Owned by Messrs. Rowe & Jordan, 59.09 tons, built at Essex in 1871; valued with outfit at \$3,725, insured for \$3,322. John Patience who was reported in this vessel did not sail in her.

Schr. *Sea Queen* sailed Feb. 1st. She had a crew of ten men, viz: Charles Wilson, master, leaves wife and two children; Nicholas M. Thompson, wife and four children; A. W. Peterson, Oloff Jensen, Niels Hanson, Axel Olsson, John Anderson, William Brown, August Peterson, single; Peter Trumbull, wife and one child. These were mostly smart, active young men, Norwegians and Danes. She was 61.47 tons, owned by Andrew Leighton, built at Bath in 1868; valued with her outfit at \$3,242, insured for \$2,900.

Schr. *Mary Carlisle* also sailed Feb. 1st, with a crew of eleven men, as follows: Joseph Scott, master, single; John L. Ingersoll, leaves wife and one child; Ralph Irving, wife and seven children; William Merchant, Alex. Cogill, Oliver Thompson, Alex. McMaster, Peter McKinnon, and George Matthews, single; Philip Vibert, wife and one child; Cyrus Young, wife and two children. She was owned by Andrew Leighton, was 66.78 tons, built at Essex in 1861; valued with outfit at \$3,425, insured for \$3,060. Geo. Matthews, with his companion, Geo. H. Hale, was upset in a dory, off this port in December, and picked up by schr. *Jennie R. Moss*, of Bath, Me. Her captain was glad to pay the men liberally for their services in piloting her in. Hale also shipped in the *Carlisle*, but left her just before sailing, and thus saved his life.

Schr. *Lottie F. Babson* sailed Feb. 12th, with a crew of eleven men, as follows: Seward Reynolds, master, leaves wife and four children; Robert Reynolds, single, brother to master; John Graves, leaves widowed mother; Lorenzo Chute, John Batson, Daniel Tatton, George Poolar, Samuel Thompson, Fred. Hall, steward, and two whose names are unknown. She was built in Essex in 1866, 61.96 tons, owned by Messrs. D. C. & H. Babson; valued at \$2,505, insured for \$1,096.

Schr. *Annie Hooper* sailed Feb. 7th. She had a crew of eleven men on board, viz: Patrick Foley, master, leaves wife and five children; Samuel Shano, steward, wife and two children; Joseph

Smith, wife and seven children; David Hogan, wife and three children; Manuel Smith, wife and five children; Stephen Hally, Jackson Clark, Fitz E. Oakes, Michael Hart, William Fisher, alias Anderson, of Ohio, and Peter Peterson, single. She was 69.27 tons, built at Newburyport in 1868, owned by Madocks & Co.; valued with her outfit at \$3,485, insured for \$3,112.

Schr. *Mary Low* left port Feb. 13th. Had on board a crew of eleven men, viz: James F. Dunton, master, of Westport, Me., leaves wife and children; John Tarr, hauling from Rockport, Mass., leaves wife and children; Philippe Deveaux, of Rockport, wife and four children; Elkanah Nason, of this city, wife and three children; Ariel P. Burnham, Westport, Me., wife and children; Paul Thebadeau, of Rockport, Joseph King, Frank Sylvia, Fred. Kenniston, Joseph White, Peter Jennison, of this city, single. Owned by David Low & Co., built at Essex in 1865, 63.97 tons, valued at \$2,430, insured for \$2,126.

Schr. *Joshua S. Sanborn* left port Feb. 13th. She had a crew of eleven men, as follows: George Gray, of Brooksville, Me., master, leaves wife and children; William Carter, of this city, wife and one child; John H. Holmes, of this city, wife and three children; Michael Allen, Rockport, Mass., wife and three children; Edward Walton, Rockport, wife and two children; John J. Williams, Rockport, wife and four children; James Burge, Roland D. Blodgett, Bertram Blake, John A. Howard, all of Maine; Charles Claherty. Owned by David Low & Co., built at Essex in 1864, was 63.89 tons, valued at \$2,295, insured for \$2,008.

Obituary.

CAPT. WILLIAM LIESEGANG.

In the death of Captain LIESEGANG whose funeral was attended at the Warren St. M. E. church in Brooklyn, N. Y., on the 18th April, a genuine sailor passed to his heavenly home. Captain L. was widely known in New York, as a seaman for many years, as a follower of Christ, and as a steady supporter of the Christian church. He was one of the first boarders in the New York Sailors' Home, when it was originally opened in 1838, at 140 Cherry St., under care of Capt. Roland Gelston.

New York City.

MR. DEWITT C. SLATER, Missionary, during January, February and March, 1879, visited 2,243 vessels of all classes, made 572 visits to sailors' boarding-houses, and 32 to asylums and hospitals, besides being present at 126 religious and temperance meetings, and conducting 42 religious services. Out of his long and wide experience in this labor, he speaks of the distribution of religious literature on these vessels, and elsewhere, in his work, as of incalculable value. We have room to present from his voluminous and very valuable report, only that portion which substantiates this statement. Only by presenting "line upon line" in the promulgation of facts in this connection, is the truth to be made impressive that in our advanced day and generation, more real good is done in the use of the printed page in Christian work, than ever before in the history of evangelical effort. Mr. Slater says:—

"They (the books and papers) do a silent work like the 'leaven hid in the measures of meal.' They take the place of the 'trashy novel and song book,' and prepare the mind that the heart may be opened to receive the 'truth that makes wise unto salvation.' This is true, not only by the kind recognition with thanks, by which the religious reading is received, but also, as we see that the work of salvation has been wrought in the hearts of many, through their agency. During my visits on board the canal boats in Atlantic Basin, Mrs. J.—— R.—— met me in the companion way of her canal boat, with greetings, and with glad heart, happy voice and uplifted hands, saying, 'My dear boy, William, has been converted to God, through reading the religious papers that you gave to us.' This mother in Israel, always received me in my visits with a 'halo' on her countenance, but now her joy knew no bounds.

"Also a captain and wife on an ice barge in the employ of one of the Ice Companies on the Wallabout Basin, Williamsburgh, both found peace in Christ while in prayer in the cabin of their vessel and both attribute their conversion to the religious reading I gave them.

They are now, with their little children, regular attendants at 'Appleton Mission' near the Basin.

"While passing along Washington Avenue to make my regular visits on the above basin, when near Flushing Ave., a young man stepped out from a mob of roughs (who never let me pass without in some way persecuting) and walked by my side, saying, 'they called you old religionist, and I thought if you were a Christian you could help me out of my troubles.' I said, I could and would by the Lord's help. He said, 'I am a good mechanic, had good employment, good relatives, good friends, but through drunkenness have lost all now and I am entirely destitute and in want.' I said if he would break away from his associates in sin, would meet me at the 'Appleton Mission' at 3 o'clock meeting and listen to what would be said there, and be determined to profit by it, that I knew God would lift him out of his destitution, give him a new heart and employment. He said he would do so. I gave him a LIFE BOAT and left him to himself, saying,—be sure to meet me at the Mission. He came and took the lowest seat.

"The testimonies of God's people were direct and applicable to his case and condition. He arose and went forward a few seats. The Holy Spirit seemed to be speaking to his heart. 'Come up higher.' He moved forward to the front seat, and told of his condition and his desire to become a Christian, adding—'when left to myself, the tract given me by the brother who invited me here touched my heart and showed how great a sinner I had got to be.' He sat down asking the prayers of Christians, the tears flowing freely. At the close of the meeting a gentleman came forward, wrote on the back of a card the direction of his factory, and told him that on Monday morning he could come to work. We made provision for the poor man until then.

"The following Sabbath afternoon, at the Mission meeting he was present, 'clothed and in his right mind,' stood up and bore testimony to the saving grace of God in the change of heart and life he had received. He grasped my hand and said, 'God has done all you said He would. He has truly lifted me out of my destitution, given me work, and a new heart.' The tract or LIFE BOAT, bears the important part, through Divine grace, in this poor man's conversion.

"While visiting the shipping, the chief mate of the iron steamship *Excell-sior* of North Shields, England, invited me on board, to his room, where we had for a while precious religious conference and prayer. This brother is an earnest active Christian, belonging to the Church of England. He said, 'this ship is a Bethel ship, we have our regular prayer-meetings and religious service on board. The captain and all hands attend. The Lord is good to us. Everything seems to favor the ship, cargo and all on board. We have good freights, fair winds, fair weather and quick passages. It is all of the Lord.' It was good to hear this man of God, of authority (and under authority) speak of 'Christ in the ship.' Though it was a busy day (Saturday), the rain pouring down from heaven while the wheat was pouring through the shutes from the steam elevators into the hold of the ship (not to have the ship ready to sail on Sabbath, for the mate said, 'the ship has never sailed from port on Sabbath, since I have been in the employ'), before taking my leave Mr. Fitzgerald gave me a package of tracts that had been read and re-read during the passage, remarking that they would do to distribute again. *Mark, here, the spirit for the distribution of religious reading.* I gave him in return a bundle of LIFE BOATS, and SEAMEN'S FRIENDS.

Portland, Oregon.

The first annual meeting of the Portland Seamen's Friend Society was held, March 16th, 1879, in the First Presbyterian Church, Rev. Dr. A. L. LINDSLEY, *Pastor*,—and our chaplain STUBBS has forwarded to us, a full account of it. The church was filled, and many persons were unable to obtain seats. The address of the president, Hon. H. W. CORBETT, reviewed the history of the year. Chaplain Stubbs presented the first annual report of the Society, from which it appears that \$5,955 11 have been subscribed for a Home and Bethel Fund, and \$5,348 90 collected. Of this \$3,517 19 have been expended. The receipts for current expenses were \$885 42,—mainly church collections: the expenses were \$794 91. In the previous eighteen months,

our own Society had paid to the support of the Mission, \$1,200. The Report presented the secular, benevolent and religious results of the eighteen months' labor under the headings,—Temperance, Reading, Preaching, Prayer Meetings, Correspondence, Visiting the Sick, Burial of the Dead, Relief of the Distressed, and Coöperation. With the facts in relation to what has been done, our readers have been kept familiar, by repeated publications in the MAGAZINE, from this far off port of labor for the sons of the sea. The recent tidings of the many conversions of sailors in connection with the efforts of chaplain STUBBS (see MAGAZINE for March, page 88) make a record for which this auxiliary of the parent organization will have reason to bless God in all its subsequent history. Addresses were made by Rev. J. H. Acton, Rev. J. A. Cruzan, and Rev. Dr. Lindsley, and a collection of \$170 was taken up.

We congratulate our friends in Portland, and especially our worthy chaplain and his esteemed wife, upon so gratifying an anniversary. Officers were elected for the ensuing year, as follows:—President, Hon. H. W. Corbett; Vice-President, Dr. G. H. Chance; Sec. and Treas., E. Quackenbush; Superintendent, Chaplain R. S. Stubbs.

Religious Life Under Difficulties.

The following extracts from a Sailor's letter lately received by our Missionary at the Brooklyn, N. Y., Navy Yard, shows in what noxious soil the religious life of the writer is growing. May divine grace continually water and fructify the seeds which are in danger of being choked and killed! The letter is dated on the U. S. man-of-war *Monongahela*, Feb. 19th, 1879, and says:—

"With joy did I receive your letter of the 8th of January, and I am indeed very happy to see that you don't forget us poor sailors. O for the comforting words you always give me! And you must be-

lieve that we need comforting lines, because it is nothing else but cursing and blaspheming and taking God's name in vain, from morning till night, by the ship's company.

"I thank you from my heart for all your kindness to me. Your lines help me, and comfort me. In this world we have troubles and temptations, but we hope and rejoice in the home after this, with God, where there is no sin or temptation. Oh how thankful we ought to be for all God's goodness to us! We cannot do enough for Him, that ever loving Father above. Yes, thanks be unto Him, to Jesus, and to the Holy Spirit."

"I am converted now, and have peace with God. So, with God's help have I persuaded another young brother, and he is now a true follower of the loving Savior. O how little thankful I am to Him for it! He answered my prayers. How little is it we can do for all His goodness to us. When we are sitting together in the evening, talking about Jesus' love how do I, in my thoughts, think that He is between us, showing us the prints in His hands, and all we have to do is to believe on His holy name!"

Our Anniversary Speakers.

Hon. R. W. THOMPSON, Secretary of the U. S. Navy, Rev. Dr. E. R. CRAVEN, of New Jersey, Rev. CHARLES R. TREAT, of Connecticut, and Lieut. T. B. MASON, U. S. N., are expected to make addresses at our coming Anniversary, May 5th. The music on the occasion will be furnished by the choir from the U. S. Training Ship *Minnesota*, under the direction of Prof. HUDSON.

Refitting the Sailor's Home.

The old Sailors' Home at 190 Cherry St., in this city is soon to be among the things that were. Plans have been adopted, and contracts signed, according to which changes are at once to be made in the building, that will make it virtually a new one, and provide for sailors in New York, a Home probably unexcelled in its appointments, by any other in the world. The alterations and repairs, which have

already been begun by a large force of workmen, are to be very thorough, and will, it is expected, be complete about Sept. 1st, of the present year.

Mr. F. ALEXANDER will occupy temporary quarters for a SAILOR'S HOME, at No. 111 Monroe St., between Rutgers and Pike Sts.

Safely Over.

Rev. Dr. A. G. VERMILYE, our new Chaplain at Antwerp, Belgium, sailed from this port, for his field of labor, on the 26th of March, with his family, and at last advices had reached Rotterdam, in good health, and in readiness for his work.

The Annapolis Naval Academy.

The annual presentation to the graduating class at the U. S. Naval Academy, will take place this year at Annapolis, Md., on the third Sabbath of May, on which occasion Rev. A. A. WILLITS, D. D., of Philadelphia, will make an address.

Our Loan Libraries at Pitcairn's Island.

Apropos of the article on page 140 of the present number of the MAGAZINE, in regard to Pitcairn's Island, we may say that Capt. WARLAND of the American ship *Twilight*, greatly interested us during his call at our Rooms, a few days since, by the details of his short stop at the Island, on his last voyage from San Francisco to this port. The captain spent a part of last Christmas Day at Pitcairn's, and was much delighted with the simple and happy islanders, of whom there are now over eighty. Their reception of their visitor was most cordial, and he was able to supply them with several articles from his ship's stores, which they much needed. Among other things left with them was Loan Library

No. 6,234, which we had placed upon the *Twilight* before she left New York. The christian people on the island were especially desirous of securing the books. Five or six weeks before Capt. Warland's visit, Capt. JORDAN of the American ship *J. S. Spinney*, had left with them, in the same way, our Loan Library No. 5,942. It was a matter of very pleasant interest to find, on turning to our records, that each of these libraries was provided by the same gentleman, Mr. JOHN W. HAMERSLEY of this city, who, by these donations, now finds himself supplying literary and Christian food for one of the most unique and interesting peoples on the face of the earth.

Almost a Charmed Life for its Work Of Blessing.

Years ago, our Loan Library No. 1,711, contributed by Mrs S. W. FIELD, West Philadelphia, Pa., was reported to us as having been burned at sea, with the vessel on which it had been placed. But that was an error, and in Dec. 1878, *thirteen years after its original shipment*, we had the pleasure of refitting, and sending it out again,—this time on the schooner *E. T. Lee* of Calais, Me., bound for Guadalupe, in care of Capt. BLATCHFORD, 8 men in crew. It must have been read by hundreds of sailors in this long period.

"Chart and Compass."

We notice, with great pleasure, the receipt of the first four numbers of this Magazine, established in January of the present year, by the British and Foreign Sailors' Society at London, England, with Rev. E. W. MATTHEWS, its Secretary, as Editor. We welcome him to this new and appropriate field of labor for Sailors, and assure him that he will find it a most agreeable and useful one for cultivation. *Chart and Compass* bids fair to be one of the most interesting and serviceable of our exchanges.

A Testimonial from the Long Island U. S. Life Saving Stations.

Capt. HENRY E. HUNTTING, of Bridgehampton, L. I., the Superintendent of U. S. Life Saving Stations in District No. 3, (on the Long Island Coast), appeared in our office, a day or two since, to express his own appreciation and that of the Keepers and Surfmen of the Service, in his district, of our services rendered to them in the provision of books, and of the SAILORS' MAGAZINE. His utterances were very hearty, and before leaving, he handed to us the voluntary donations to aid our work, from his district, acknowledged below. The donors who have made these offerings from their own earnings, to show their gratitude to the Society, and to assist in its work, may rest assured that we appreciate, and honor them for their beneficence.

*Donations to the Seamen's Friend Society
from the 3rd U. S. Life Saving District.
Station.*

No. 7, Keeper Stutten.....	\$1 00
" Surfmen.....	1 00
" 12, Keeper Cook and surfmen.....	1 00
" 19, " Smith.....	50
" " Surfmen.....	1 00
" 20, Keeper Bell and surfmen	1 00
" 21, " Rogers	1 00
" 22, " Thurber	1 00
" 23, " Baker	1 00
" 24, " Rhodes	1 00
" 25, " Jeffrys	3 50
" 26, " Oakley	1 00
" 27, " F. E. Wicks	1 00
" 28, " A. C. Wicks	1 00
" 29, " Ketcham	1 00
" 31, " Tesu	1 00
" 32, " Raymon	3 50
" 33, " Johnson	1 00
" 34, " Abrams	1 00
" 35, " Reinhart	1 00
" 36, " Carman	1 00
" 38, " Ruland	2 00
H. E. Huntting, Bridgehampton, L.I., Supt.	2 50
	\$30 00

Further Protection For English Seamen.

Word on the Waters (London) for April, 1879, says that Lord Norton's arrangements for intercepting the money of homeward-bound naval sailors, and forwarding both their earnings and themselves to their homes immediately on arrival within the Port of London, only began to operate in February, 1878. It is very satisfactory to find that 1,446 seamen and apprentices, and £21,983 of their

earnings, were transmitted during that year from their ships on the Thames direct to their homes, thus depriving the crimps to that extent of their expected prey. This sum is exclusive of £97,792 remitted by money-orders after the usual delay of two or three days idle waiting for payment, and £9,835 lodged in the Savings Bank. The ratio of remittances was 8s 9d per man more than in the previous year. We join the editor in hoping that the day is not distant when seamen's wages will be so paid in the British Merchant Navy, and add the hope that similar provisions may be made in a like direction in the United States.

Sailors' Home, 190 Cherry Street.

Mr. F. ALEXANDER, Superintendent, reports one hundred and seventy-eight arrivals at the HOME, during the month of March, 1879. These men deposited with him, for safe keeping, the sum of \$1,477, of which \$400 was sent to the Savings Bank, and \$625 to relatives and friends,—the balance being returned to depositors.

Nine men were shipped without advance during the month, and six were sent to the Hospital.

Position of the Principal Planets for May, 1879.

MERCURY is a morning star, rising on the 1st at 4h. 25m., and north of east 8° 31'; is at its greatest elongation at about midnight on the 14th, being then 28° 5', west of the Sun; is at its greatest brilliancy on the 17th, when it is favorably situated for observation, rising on the morning of this day at 3h. 49m. and north of east 11° 36'; is in conjunction with the Moon on the 19th at 3m. past midnight, being 8° 47' south.

VENUS is an evening star, setting on the 1st at 9h 51m. and north of west 31° 49'; is in conjunction with the Moon on the morning of the 24th at 1h. 17m., being 1° 1' north at this time, is eclipsed to all persons situated between the parallels of latitude 27° and 65° south.

MARS is a morning star, rising on the 1st at 2h. 25m., and south of east 16° 17'; is in conjunction with Jupiter on the forenoon of the 9th at 10h. 58m., being 52m. south; is in conjunction with the Moon on the afternoon of the 14th at 4h. 52m., being 6° 0' south.

JUPITER is a morning star, rising on the 1st at 2h. 34m., and south of east 12° 55'; is in conjunction with the Moon on

the forenoon of the 14th at 10h. 24m., being 4° 49' south.

SATURN is a morning star, rising on the 1st at 3h. 57m., and north of east 2° 35'; is in conjunction with the Moon on the morning of the 17th at 6h. 7m., being 7° 48' south.

N. Y. University.

R. H. B.

Marine Disasters in March, 1879.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month was 42, of which 9 were wrecked, 8 abandoned, 3 burned, 4 sunk by collision, and 18 are missing. The list comprises 3 steamers, 1 ship, 14 barks, 4 brigs and 20 schooners, and their total value, exclusive of cargoes, is estimated at \$635,000.

Below is the list giving names, ports, destinations, &c Those indicated by a *w.* were wrecked, *a.* abandoned, *b.* burned, *s.c.* sunk by collision, and *m.* missing.

STEAMERS.

Guillermo, *s. c.* from Baltimore for Liverpool.
Elizabeth, (*yacht*) *b.* from New York for Charleston.
Santa Rosa, (*tug*) *b.* (at Pensacola).

SHIP.

Home, *a.* from Antwerp for New York.
BARKS.

Rockwood, *m.* from New York for London.
E. Shun, *a.* from New York for Queenstown.
Albertina, *b.* (on West coast of Africa).
Carron, *s. c.* from New Orleans for Leith.
Admiral, *w.* from Dunkirk for Baltimore.
Ysusquiza, *a.* from Baltimore for Newry.
Semplice, *s. c.* from Bordeaux for Baltimore.
Friedrich, *a.* from Darien for Queenstown.
Hattie Gouday, *w.* from Philadelphia for Rouen.
Ruth, *w.* from Galveston for Salerno.
Caroline Premuda, *m.* from Calais for Philadelphia.
Fidente, *m.* from New York for Constantinople.
Mercurias, *m.* from Liverpool for Hampton N's.
Luedna Durkee, *a.* from New York for Bordeaux.

BRIGS.

Marion, *a.* from Charleston for Dublin.
Destino A., *w.* from St. Marys, Ga. for Marbella.
L'Avvenire, *a.* from Milazzo for New York.
Henriette Burchard, *w.* from Padang for New York.

SCHOONERS.

E. C. Dolliver, *a.* (*Fisherman*).
Maud and Effie, *m.* (*Fisherman*).
Mary Carlisle, *m.* (*Fisherman*).
Sea Queen, *m.* (*Fisherman*).
Annie Linwood, *m.* (*Fisherman*).
Annie Hooper, *m.* (*Fisherman*).
Gwendolen, *m.* (*Fisherman*).
Otis D. Dana, *m.* (*Fisherman*).
Jacob Bacon, *m.* (*Fisherman*).
John Dove, *m.* (*Fisherman*).
Morning Star, *m.* (*Fisherman*).
Lotta F. Babson, *m.* (*Fisherman*).
Geo. B. Loring, *m.* (*Fisherman*).
Mary Low, *m.* (*Fisherman*).
J. S. Sanborn, *m.* (*Fisherman*).
Mary Helena, *w.* (*Oyster vessel*).
Emblem, *w.* from Hyde Co., N. C. for Wilmington, N. C.
Wm. H. Morgan, *s. c.* from Charleston for Baltimore.
Ida & Annie, *w.* from St. Thomas for Cardenas.
C. L. Lovering, *w.* from Port Johnson for Montville.

Receipts for March, 1879.

MAINE.

Blue Hill, Cong. church..... \$ 6 25

NEW HAMPSHIRE.

Littleton, Cong. church..... 8 00
Piermont, Pastor's Family, Tithe Box..... 3 00
Rindge, Cong. church..... 2 07

VERMONT.

Cornwall, Rev. Jno. C. Houghton.... 1 00

MASSACHUSETTS.

Andover, S. S. South Cong. ch., for library..... 20 00
Boston, a friend, for library..... 10 00
Cambridge, Shepard ch., of wh. \$20 for library..... 74 00
Charlestown, Winthrop church..... 22 52
Dunstable, Mrs. J. Whitney, to const. George W. Fletcher, L. M..... 30 00
Framingham, S. S., add'l..... 2 00
Hinsdale, Cong. church..... 17 47
Longmeadow, Ladies' Benev. Soc'y..... 38 50
Lowell, Kirk St. church.
 Mr. and Mrs. T. F. Battles for lib'y. 25 00
 Jacob Rogers, for libraries..... 50 00
Northampton, 1st church S. S..... 10 00
Orange, Rev. A. B. Foster..... 5 00
Randolph, Cong. church..... 82 09
Sheffield, Cong. church..... 13 25
Spencer, 1st Cong. church..... 50 00
Springfield, Olivet Cong. church..... 22 72
Swampscott, Cong. church, for lib'y. 10 00
West Barnstable, Cong. church..... 21 00
Worcester, Mission Chapel..... 5 42

RHODE ISLAND.

Providence, Union Cong. church S. S., A. J. Gale's class, for library. \$20. 25 29

CONNECTICUT.

Bridgewater, S. S. Cong. ch., for lib'y. 20 00
Deep River, Eva M. Bidwell 3 00
Derby, Edwin S. Thompson..... 2 00
Franklin, Cong. church..... 6 00
Greenwich, Fred. A. Hubbard..... 5 00
Hartford, Asylum Hill Cong. church. 5 00
Meriden, O. B. Arnold, Esq., with prev. don. to const. L. D..... 70 00
Middletown, South Cong. church..... 38 85
New Haven, Mrs. Frances P. Gilbert, for library..... 20 00
Newington, Cong. church..... 13 56
New London, 1st Cong. church..... 20 00
Old Lyme, Cong. church..... 9 78
Putnam, 2nd Cong. church..... 12 00
Rockville, 1st Cong. church..... 18 85
Somerville, Cong. church..... 20 00
Wallingford, Cong. church..... 31 93
West Winsted, 2nd Cong. church..... 9 47

NEW YORK.

Brooklyn, Plymouth church..... 123 06
 S. S. Sands St. M. E. ch., for lib'y. 20 00
 E. D., South Third St. Pres. church. 31 42
Cambria, Cong. church..... 10 00
 M. E. church 2 00
Catskill, two S. S. classes, Christ Pres. church..... 8 60
Clyde, M. E. church..... 10 07
Cortlandville, M. E. ch., to const. Rev. Geo. W. Izer, L. M..... 30 00
Fultonville, Ref. church..... 8 32
Homer, M. E. church 2 00
Hudson, Miss Louisa A. Macy..... 2 00
Kingston, 1st Ref. church..... 38 44
Marcellus, S. S. Pres. ch., for lib'y. 20 00
New York City, Miss Serena Rhine-lander..... 100 0

Mrs. Sarah Bartholomew.....	50 00
L. P. Stone	50 00
Miss Mary Bronson, for Genoa.....	50 00
St. Paul's M. E. ch., to const. Rev. O. H. Tiffany, D. D., L. M.....	30 00
W. P. Douglas.....	25 00
Miss Mary Strong, for library.....	25 00
W. W. Kip.....	20 00
Mrs. A. C. Kip.....	20 00
Miss Frances R. Shaw.....	20 00
Sam'l D. Davis.....	20 00
John Turner, for Carrie A. Turner library.....	20 00
Geo. F. Betts.....	15 00
J. G. DeForest.....	10 00
Thomas Scott.....	10 00
H. W. Loud & Co.....	10 00
James L. Banks, M. D.....	10 00
Naylor & Co.....	10 00
W. R. Powell.....	10 00
Cash.....	10 00
Geo. D. Phelps.....	10 00
Cash	10 00
Mrs. L. P. Siebert.....	5 00
II. P. M.....	5 00
W. H. Taller.....	5 00
Norman White.....	5 00
Mrs. R. S. King.....	5 00
Cash	5 00
Cash	5 00
Cash	5 00
W. B. Kendall.....	5 00
Capt. M. Mosher, bark <i>Sultana</i>	3 00
Capt. Davis, schr. <i>Maud Briggs</i>	2 00
Capt. Isaac Peterson, schr. <i>H. R. Ritter</i>	1 00
Miss E. F. Parish.....	1 00
R. W. Clark	1 00
Romulus, Miss R.....	1 00
Sag Harbor, Mrs. Jona Havens.....	5 00
Sherburne, M. E. church.....	4 33
Skaneateles, Friends.....	4 05
Pres. church.....	11 16
Tremont, M. E. church, add'l.....	1 00
Waterloo, M. R.....	2 86
A Friend.....	26
NEW JERSEY.	
Bayonne, S. S. M. E. church.....	20 00
Elizabethport, M. E. church.....	6 14
Greenwich, M. E. church.....	3 25
Morristown, South St. Pres. church, of wh. W. L. King, \$100; Mrs. and Miss Graves, \$100; for Somebody's Boy, \$25.....	357 73
Newark, 2nd Pres. church, add'l.....	7 83
Parsippany, Pres. church.....	22 00
Ridgewood, Paramus Union S. S., for library	20 00
Trenton, 3rd Pres. church.....	16 40
PENNSYLVANIA.	
Philadelphia, 18th St. M. E. ch., Miss Cattell, for library.....	20 00
MARYLAND.	
Green Run, U. S. L. S. S., Capt. J. J. Conner and crew	2 00
DISTRICT OF COLUMBIA.	
Washington, Mrs. Jane O. Mahon, for the Thomas F. and Eliza M. Anderson Mem'l Library.....	20 00
GEORGIA.	
Savannah, Mrs. Ingersoll Washburne.....	4 00
OHIO.	
Bellbrook, Daniel Holmes	5 00
PORTO RICO.	
Arroyo, Mrs. W. S. Lind, for library.....	20 00
	\$2,358 03



Oast thy bread upon the waters: for thou shalt find it after many days.—Ecc. II: 1.

What Happened in a Snow-storm.

Nearly a century ago there lived a pious man named Christian Zirchel, a mile north-east of Frederick, Maryland, which was then a straggling village. By his industry Zirchel had supported his family on what was then regarded a moderate competence. He had his patch of cleared ground and a plain, rude house. In the spring of the year he was taken seriously ill, and after a few weeks of suffering died, leaving a wife and four children under twelve years of age. The poor widow, with her orphan children, managed by thrift and economy to procure the needed comforts of life during the summer, autumn, and earlier part of the winter. The country was sparsely settled; her nearest neighbor lived a mile away. Fuel was easily procured, for heavy forests were all around, and timber was of little value.

As the winter gradually wore on, her stock of provisions grew less and less, filling her mind with much anxiety. In the month of March, when her food was about exhausted, there came a heavy fall of snow, covering over and obliterating the few roads in the neighborhood. The snow also drifted heavily against her cabin, which had only one door. Against this door the snow settled so compactly, to the depth of five feet, that the family

were unable to make their way out. They were prisoners.

The widow began to realize their situation. Without more than sufficient provisions for one day, and shut in from all human help, what would become of them? No earthly probability that any traveler would come into such an out-of-the-way place through such snow. From the depth and compactness of the snow it might lie for several weeks. No hope of human help. The pious woman turned her thoughts to God. She told the eldest child to repeat the explanation of the first article of the creed in Luther's Catechism:—"I believe that God hath created me and still preserves to me my body and soul; that he daily provides me with all the necessities of life, guards me from evil, wholly induced by paternal love and mercy."

The mother then took her German hymn-book and sang Gerhardt's hymn:

"Commit thou all thy griefs
And ways into His hands."

She then took her Bible and read from the thirty-seventh Psalm: "Trust in the Lord and do good; so shalt thou dwell in the land, and verily thou shalt be fed. Commit thy way unto the Lord; trust in him, and he shall bring it to pass." She then offered a fervent prayer that her

Heavenly Father would, according to his promise, protect and feed her helpless household.

The day passed, but no signs of help. The second day the prayers of the good woman became more fervent. A mere morsel had been left for a scanty breakfast, and now the children were crying for dinner. The prayers of the mother were earnest, and uttered aloud, that her Father in heaven would send some messenger with food to satisfy the hunger of her children. These prayers were at length interrupted by a pounding on the top of the door. In response to her inquiry a voice said, "Open the door." This was done with difficulty, but, partially open, she saw a man standing on the drift holding in his hand the bridle-rein of his horse. She said, "You are a stranger, but you are a messenger from God to preserve these children from starvation."

The man said, "I paused for some time before knocking at your door. I overheard parts of your prayer; I have learned its general import. I am a drover from Washington county. I sold a drove of cattle in Baltimore, and am on my way home. The roads through the woods are so drifted that I lost my way. I saw the smoke from your chimney, and came here to ask what direction I am to take for your village. But first of all, as you seem to be in distress, what can I do for you?"

She informed him that for several days her children had been on short allowance, and had merely a crumb to-day; the last morsel was gone. It was impossible for her or her little ones to make their way through the snow to the nearest house, a mile off.

The stranger said he had passed a mill, probably a mile or two back; by following the track his horse had made he could reach it. He would bring her half a bag of flour.

When he returned, by the assistance of his horse treading down the snow, he

contrived to open a path from the door. He also aided in getting additional fuel from the woods, then gave her about five dollars in coin, and said, "So late in the season, this heavy snow cannot last long. Your meal will keep you in bread for several weeks; by that time you can buy with this money more provisions." The benevolent man then took his leave.

The very next day the sun shone with great warmth, and the snow melted rapidly. The widow Zirchel lived for many years, and never afterward knew what famine and want were. No sceptical caviling could ever make her doubt that the hand of the Almighty had interposed to save her and her children from starvation. For ever afterward she was a firm believer in the efficacy of prayer.

The Best Time.

My very dear only daughter lay dying. She had been a thoughtful, praying child, having professed religion at twelve years of age, and lived a devoted and useful life. Severe pain at times almost took away the power of thought. Between these severe attacks of suffering she looked back on her childhood's experiences, and forward into the blessed future, with equal clearness and joy, as she said, "There's a delightful clearness now." As I sat by her bed we talked as her strength would permit. Among the many things never to be forgotten she said:—"Father, you know I professed religion when I was young, very young—some thought too young,—but O, how I wish I could tell everybody what a comfort it is to me now to think of it." Reaching out her hand,—her fingers already cold,—and grasping mine, she said, with great earnestness:—"Father, you are at work for the young. Do all you can for them while they are young. It is the best time,—the best time. O, I see it now as I never did before. It is the best time,—while they are young,—the younger the better. Do all you can for them,—while they are very young."

Loan Library Reports.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to January 1st, 1879, was 6,426; and the reshipments of the same for the same period were 5,545. The number of volumes in these libraries was 342,223, and they were accessible to 251,670 men. Eight hundred and ninety-one libraries, with 32,076 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 101,230 men.

During March, 1879, seventy-three loan libraries, twenty-two new, and fifty-one refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,606 to 6,620, inclusive, at New York; and Nos. 5,151, 5,152, 5,153, 5,154, 5,155, 5,156, and 5,157, at Boston.

The fifty-one libraries refitted and reshipped were :—

No. 1,825,	No. 2,754,	No. 3,571,	No. 4,291,	No. 4,908,	No. 5,086,	No. 5,717,	No. 6,131,	No. 6,498,
" 1,870,	" 3,040,	" 3,599,	" 4,307,	" 4,927,	" 5,232,	" 5,747,	" 6,197,	" 6,511,
" 1,931,	" 3,059,	" 3,678,	" 4,388,	" 4,932,	" 5,282,	" 5,797,	" 6,207,	" 6,515,
" 2,049,	" 3,081,	" 3,741,	" 4,469,	" 4,984,	" 5,515,	" 5,875,	" 6,265,	
" 2,207,	" 3,260,	" 3,790,	" 4,774,	" 4,990,	" 5,563,	" 5,946,	" 6,353,	
" 2,564,	" 3,343,	" 3,920,	" 4,814,	" 5,019,	" 5,705,	" 5,987,	" 6,399.	

Matters of Interest in Library Work.

VALUED TESTIMONY—THE BOOKS ARE SER- VICEABLE IN SICKNESS AND DEATH.

The S. S. of the First Presbyterian Church, Syracuse, N. Y., sent out Library No. 6,197, in October, 1877. Dating his letter at Boston, 24th March, 1879, the steward of the vessel which had it, writes:—

"It has been with me in this vessel for several voyages. I trust the books have been a blessing to many. They have been loaned out and read both fore and aft, and have been thankfully returned. One year ago last February as we were in Rio de Janeiro, the yellow fever was raging very severely there, especially among the fleet of shipping. Four of our crew were taken on shore to the hospital with the fever. They were interested in the library books, and desired, each, to take a book with them. One colored man of the crew wished to take the Bible with him. I took the liberty of letting him have it, and we heard the report of his death soon after. I hope the Word of God was a comfort to him in his dying hour. The other books, I also trust, were a blessing to the

others, and that the sweet consolation of the Gospel pointed them to that Savior who came to seek and save the lost. The books are still in good condition. I think they make a choice selection to benefit seamen. I desire the library to go with us again, as we are now bound to Matanzas, W. I. The missing books were replaced by an agent of your Society, for which I feel grateful.

"I remain, sincerely, yours in Christ,
O. E. N.,
Steward of Bark J. H. Chadwick."

AFTER A FEW DAYS, NO SWEARING.

The Captain of the ship *Ida Lilley*, on which we placed Library No. 5,146, contributed by S. S. North Congregational Church, St. Johnsbury, Vt., writes, in report:—"After the first few days of reading the books, there was no more foul language used by any of the men."

THE WIDE SCOPE OF THEIR USEFULNESS.

As to Library No. 5,282, contributed by Miss Davidson of Philadelphia, we hear from the Captain of the schr. *S. G. Pinkham*, at Boston, over date of Feb. 28th, 1879. He says:—

"In returning it to you for exchange, let me express through you to the donor my sincere thanks. It was shipped by the AMERICAN SEAMEN'S FRIEND SOCIETY on board the schr. *S. G. Pinkham*, of Boothbay, Me., in New York. Since its shipment it has made two voyages to the coast of Africa, has been in ports in China, at Manilla, and also in different ports in the West Indies. It has been of great benefit to the men under my charge, as well as to myself. It has also been perused by Missionaries in foreign lands, and in a few instances I could not refuse the earnest appeal for a volume, knowing well the good it would do. During the time it has been on board my vessel I have had several crews, and it has been in constant use and had a good effect on the men. The tracts accompanying the library have been read by the crew, then given away in ports where they were greatly appreciated. Wishing the Society God-speed in its noble work, I remain,

Yours, respectfully,

A. H. PINKHAM,
Master schr. *S. G. Pinkham*.

LIFE SAVING STATIONS RENEW THEIR WITNESS.

So far as we know, the sending of Library No. 3,966, contributed by Wm. E. Downes, of Birmingham, Conn., to the U. S. Life Saving Station at Truro, Mass., was the first instance of our libraries going to any of the Stations of the Service, and paved the way for the work we have been permitted to do, since then, in providing a hundred of the stations, with good books. Of that library, Keeper Weston of Station No. 9, Dist. No. 2, of the Service, wrote to us, on the 20th of March:

"It has been fully appreciated, and has, without doubt, been the means of doing much good. You have the hearty thanks of all who have had access to it. My crew join me in thanks, also, for the splendid (Libbey) library since donated

to this station. Could you see the eagerness with which some of the books are read, I think you would truly say, 'it is more blessed to give than to receive.' I wish you God-speed in your noble work."

So, writing on the same date, Keeper Clark of Station No. 6, Dist. No. 9, at Erie, Pa., says:—

"Your library (No. 6,283) received at this Station, is filled with interesting and valuable books, which are read and appreciated by myself and crew. Their pleasant companionship has helped to while away many an otherwise monotonous and lonely hour; and their pure teaching will, I trust, be treasured up in our hearts, and prove to be of priceless value both in time and eternity.

"The monthly numbers of the SAILORS' MAGAZINE come to us as the visitations of a constant and faithful friend. We carefully file away each number and will have them bound. Many thanks for your kindness, and thoughtful attention to our wants! God speed you!"

QUEEN VICTORIA honors the Bible. To a foreign prince who asked how she explained England's prosperity and power, she said, as she lifted one which lay upon the table, "To this book may be attributed my country's greatness."

A LITTLE BOY, hearing some one remark that nothing was quicker than thought, said:—"I know something that is quicker than thought." "What is it, Johnny?" asked his pa. "Whistling," said Johnny. "When I was in school, yesterday, I whistled before I thought; and got whipped for it too."

American Seamen's Friend Society.

R. P. BUCK, President.
Rev. S. H. HALL, D. D., Cor. Sec. & Treas.
L. P. HUBBARD, Financial Agent.
80 Wall Street, New York.

District Secretary:—
Rev. S. W. HANKS, Cong'l House, Boston.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he *at the same time* declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts.....	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St.....	Penn. " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts.....	Wilm. Sea. Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.	Ladies' Sea. Fr'd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.	" " "	
HONOLULU, S. I.	Honolulu " " "	E. Dunscombe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane, (Colored).	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House.	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St.	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.	Ladies' Br. N. B. P. S.	Mr. & Mrs. H. G. O. Nye.
GALVESTON, Texas, cor. Strand & 26 St.		Miss Ellen Brown.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison.	New York Port Society.....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.	Episcopal Miss. Society.....	" Robert J. Walker.
Foot of Hubert Street, N. R.	" " "	" H. F. Roberts.
Open air Service, Coenties Slip.	" " "	" Isaac Maguire.
Oliver, cor. Henry Street.	Baptist	" J. L. Hodge, D. D.
Cor. Henry and Market Streets.	Sea & Land, Presbyterian.	" E. Hopper, D. D.
BROOKLYN, 8 President Street.	Am. Sea. Friend Society.	" E. O. Bates.
" Navy Yard.	" " "	" T. D. Williams.
BUFFALO	Methodist.	" P. G. Cook.
ALBANY, Montgomery Street.	Boston Sea. Friend Society.	" S. H. Hayes.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Port Society.	" Cyrus L. Eastman.
North Square.	Baptist Bethel Society.	" H. A. Cooke.
Cor. Commercial and Lewis Sts.	Episcopal.	" J. P. Pierce.
Parmenter Street.	Portland Sea. Fr'd Soc'y.	" F. Southworth.
PORTLAND, Me., Fort St. n. Custom H.	Prov. Sea. Friend Society.	" J. W. Thomas.
PROVIDENCE, R. I., 52 Wickenden St.	Individual Effort.	" C. H. Malcom, D.D.
NEWPORT, R. I., 51 Long Wharf.	New Bedford Port Society.	" J. D. Butler.
NEW BEDFORD	Presbyterian.	" Vincent Group.
PHILADELPHIA, c. Front & Union Sts.	Methodist.	" William Major.
Cor. Moyamensing and Washington Avenues.	Episcopal.	" W. B. Erben.
Catharine Street.	Baptist.	" Joseph Perry.
Front Street, above Navy Yard.	Seamen's Un. Bethel Soc'y.	" Chas. McElfresh.
BALTIMORE, cor. Alice & Anna Sts.	Baltimore S. B.	" R. R. Murphy.
Cor. Light and Lee Streets.	American & Norfolk Sea. Friend Societies.	" E. N. Crane.
NORFOLK	Wilmington Port Society.	" James W. Craig.
WILMINGTON, N. C.	Amer. Sea. Friend Soc'y.	" Wm. B. Yates.
CHARLESTON, Church, n. Water St.	" " " " "	" Richard Webb.
SAVANNAH		
MOBILE, Church Street, near Water.		
NEW ORLEANS		" L. H. Pease.
SAN FRANCISCO, Cal.		" J. Rowell.
PORTLAND, Oregon.		" R. S. Stubbs.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President.*

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to **SAVE THEIR SOULS.** 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to January 1st, 1879, is 6,426, containing 342,228 volumes. Calculating 5,545 re-shipments, they have been accessible to more than 251,670 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.